

In the Claims

This listing of claims replaces all previous listings and versions of claims in the application:

1. (Currently Amended) Tyre for vehicles, in particular for motor vehicles, which has an axis of symmetry and comprises a tread, two sidewalls, two beads which are ~~attached~~attachable to a wheel rim, the beads being made of elastomer material, and at least one tubular reinforcement body for coaxial reinforcement on the said axis, which is surrounded by the said tread and extends between the said sidewalls; each of the said sidewalls comprising a respective resilient annular membrane -with a straight generatrix which forms an angle (A) other than 90° with the axis of the tyre; characterised in that the said tubular reinforcement body comprises an annular belt and a plurality of blocks which are supported by the said annular belt in positions adjacent to one another, and can be forced against one another in order to apply resistance to the circumferential actions of compression present on the tyre during the rotation of the tyre itself; the said blocks being tapered towards the interior of the tyre and distributed in order to form a plurality of axial rows parallel to the said axis and a plurality of circumferential rows.

2. (Previously Presented) Tyre according to claim 1, characterised in that the said tubular body has a dimension measured parallel to the said axis which is substantially the same as that of the tread measured in the same direction.

3-11. (Canceled)

12. (Previously Presented) Tyre according to claims 1, characterised in that the tubular body is at least partially embedded in the said tread.

13-15. (Canceled)

16. (Previously Presented) Tyre according to claims 1, characterised in that the generatrices of the said membranes converge towards one another in order to meet at a point outside the tread.

17. (Previously Presented) Tyre according to claims 1, characterised in that the generatrices of the said membranes converge towards one another in order to meet at a point inside the tyre.

18. (Previously Presented) Tyre according to claims 1, characterised in that the said membranes have cross-sections which are substantially constant in a radial direction.

19. (Original) Tyre according to claim 18, characterised in that the said cross-sections are substantially rectangular cross-sections.

20. (Previously Presented) Tyre according to claim 1, characterised in that the said beads comprise at least one annular projection which can engage with a corresponding retention seat when it is fitted onto the wheel rim.

21-23. (Canceled)

24. (Previously Presented) Tyre according to claim 1, characterised in that the said tread is vulcanised onto an outer surface of the said tubular body.

25. (Canceled)

26. (Previously Presented) Tyre according to claim 1, characterised in that the said membranes are stretched radially between the said tread and the said beads such as to be pre-tensioned in the absence of loads on the tyre.

27. (Previously Presented) Tyre according to claim 1, characterised in that the said membranes are made of homogeneous elastomer material.

28. (Original) Tyre according to claim 27, characterised in that the said homogeneous material is an isotropic material.

29. (Previously Presented) Tyre according to claim 27, characterised in that the said membranes are made of polybutadiene rubbers.

30. (Previously Presented) Tyre according to claim 27, characterised in that the said membranes are made of polyisoprene rubbers.

31. (Previously Presented) Tyre according to claim 27, characterised in that the material of which the said membranes are made comprises polycondensate of dimethylsilanol, wherein the methyl units are substituted by vinyl or phenolic units.

32. (Canceled)

33. (Previously Presented) Tyre according claim 1, characterised in that the said blocks project from the said annular belt towards the interior of the tyre.

34. (Previously Presented) Tyre according to claim 1, characterised in that the said annular belt comprises a plurality of reinforcement threads or strips.

35. (Previously Presented) Tyre according to claim 34, characterised in that the said annular belt comprises a portion of elastomer material in which the said reinforcement threads or strips are embedded.

36. (Previously Presented) Tyre according to claim 34, characterised in that the said annular belt is connected integrally to the said tread.

37. (Previously Presented) Tyre according to claim 34, characterised in that the said tread is connected to the said annular belt in a manner such that it can be released, so that it can be replaced when it reaches a wear limit.

38. (Previously Presented) Tyre according to claims 35, characterised in that the said annular belt is glued to the said tread.

39. (Canceled)

40. (Currently Amended) Tyre according to ~~claim 39~~claim 1, characterised in that the said blocks delimit between one another notches which extend in a direction substantially parallel to the said axis.

41-46. (Canceled)

47. (Previously Presented) Tyre according to claim 1, characterised in that the said blocks are solid bodies.

48. (Canceled)

49. (Currently Amended) Tyre according to ~~claim 48~~claim 53, characterised in that the said tubular reinforcement body has an alveolar structure.

50. (Currently Amended) Tyre according to ~~claim 45~~claim 1, characterised in that the said blocks are connected integrally to the said belt by being glued or vulcanised.

51. (Withdrawn) Wheel rim (2) for vehicles, comprising an inner portion (5), two radial annular portions (6) which project from the said inner portion (5) and support respective seats (7) for accommodation of corresponding beads (8), and a tyre (3) produced according to claim 1, and a wall (12) which extends between the said annular portions (6) coaxially to an axis (13) of the wheel rim (2), and in use faces the said tyre (3), characterised in that the said wall (12) comprises a plurality of through-apertures {21} which are permanently open.

52. (Withdrawn) Wheel rim according to claim 51, characterised in that it comprises an annular portion (31) which is coaxial to the said axis (13) and is made of elastomer material; the said annular portion (31) defining a radial support stop for the said tread (16).

53. (Currently Amended) Tyre for vehicles, in particular for motor vehicles, which has an axis of symmetry and comprises a tread, two sidewalls, two beads which are attached to a wheel rim made of elastomer material, and at least one tubular reinforcement body for coaxial reinforcement on the said axis, which is surrounded by the said tread and extends between the said sidewalls; each of the said sidewalls comprising a respective resilient annular membrane -with a straight generatrix which forms an angle (A) other than 90° with the axis of the tyre; characterised in that the said tubular reinforcement body comprises an annular belt and a plurality of blocks which are supported by the said annular belt in positions adjacent to one another and are in a radial internal position with respect to the belt such that the blocks project towards the interior of the tyre, and can be forced against one another in order to apply resistance

to the circumferential actions of compression present on the tyre during the rotation of the tyre itself, the blocks being hollow bodies.

54. (Previously Presented) Tyre of claim 53, wherein the said blocks are tapered towards the interior of the tyre and connected to one another by connection portions, the said blocks and the said connection portions constituting part of a body made in a single piece.

55. (Currently Amended) Tyre of claim 54, wherein the connection portions ~~are defined by beads~~include solid portions interposed between the belt and the blocks, the ~~beads~~solid portions, during the rotation of the tyre, being adapted to apply action which opposes that which generates the relative displacement of the said blocks.

56. (Previously Presented) Tyre of claim 54, further comprising virtual hinges defined by a section of a wall of a said block adjacent the connection portions, the virtual hinges being adapted to permit displacement of the blocks relative to one another during the rotation of the tyre.